

# The Hongkong Telegraph.

(ESTABLISHED 1881.)

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WEATHER FORECAST.  
FAIR.  
Barometer 30.11.

March 29th, 1913, Temperature a.m. 60, p.m. 68, Humidity..72, 72.

March 29th, 1912, Temperature a.m. 65, p.m. 71; Humidity..50, 61.

9055 晚二廿月二年丑癸

SATURDAY,

MARCH 29, 1913.

六月廿九

香港三月廿九

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Single Copy 10 Cents

## TELEGRAMS.

### THE CHINESE LOAN.

### BRITISH CONSISTENCY.

Reuter's  
[Service to the "Telegraph."]

London, March 28.

In reply to a series of questions on the China loan, in the House of Commons, Sir Edward Grey said: I realise the apparent hardship involved in the refusal of the Government, pending the negotiation for the issue of the re-organisation loan, to give approval to the enterprises which British contractors desire to undertake in China as far as it would mean an advance of money to the Chinese Government, but I am as fully convinced now as when the Government embarked on the policy of co-operation with other Powers that that policy will be ultimately advantageous to British trade and industry, since in my opinion it is the only means whereby Chinese credit can be securely established, and conditions in China rendered favourable for industrial enterprise in the future. I am not prepared, therefore, to reconsider the decision to exclusively support the authorised British group. If this policy fails and there is unrestricted competition to lend money to China, we must reconsider the whole situation, but I fear it will result in competition between the different countries to get a political advantage for easy loans on imprudent terms. The Government has no intention of dissociating itself from the other Powers still approving the policy which is the basis of the re-organisation loan negotiations, and I do not think that ill-secured, ill-employed loans would be advantageous to British interests, even if made by British financiers.

### MR. CHURCHILL'S SPEECH.

### GERMAN PRESS OPINION.

London, March 28.

Mr. Churchill's naval speech is received in Berlin favourably only by the Liberal Press. The Conservative newspapers reject the suggestion of a "close year" for shipbuilding as either Utopian or a deliberate attempt to stir up German Radical opinion against the German Naval policy. It is pointed out that the proposed year's pause would enable the overburdened British shipyards catch up the arrears of work, but would mean the closing down of the German yards, which are suffering from precisely the opposite complaint.

### OBITUARY.

#### FATHER STANTON.

The death is announced of Father Stanton, of St. Alban's Holborn.

December was educated at Rugby and Trinity College, Oxford, where he obtained his M.A. degree, and has been curate of St. Albans, Holborn, ever since the church was opened in 1882.

### VISCOUNT WOLSELEY'S FUNERAL.

London, March 28.

The Duke of Connaught has sent a wireless message that he attends the funeral of Field Marshal Viscount Wolseley on behalf of the King.

### Cinema in Church.

The work has been begun of transforming the Tabernacle, Mansfield-road, Nottingham, into a picture palace, which will be used as a Baptist Church on Sundays as hitherto. Dr. H. G. Dockrell, the American pastor, said that the experiment was being made at the almost unanimous wish of the members.

## TELEGRAMS.

### THE BALKAN WAR.

### A NEW SITUATION.

Reuter's  
[Service to the "Telegraph."]

London, March 28.

The capture of Adrianople and the releasing of one hundred thousand besiegers for the advance on Chatalja and Constantinople are calculated to have an important effect on the situation.

### Allies Displeased.

It is understood that the Allies are in no way satisfied with the proposals of the Powers, which they regard as ignoring their victories, and they may determine to insist on treating with Turkey direct.

### Investment of Adrianople.

Reuter's correspondent at Sofia reports the King Ferdinand with his sons and Generals Savoff, Ivanoff and Petroff entered Adrianople and drove through the masses of Turkish prisoners to the Military Club, where Ohukri Pasha and his staff are interned.

After a review of the Bulgarian troops the King received Pasha Chukri, who surrendered his sword, which King Ferdinand, with flattering expressions, returned.

### Bulgarian Demands.

Reuter has been informed that Bulgaria will not cease hostilities until Turkey has signed the conditions of peace and considers that an advance on Chatalja may expedite peace by compelling Turkey to acknowledge defeat. Bulgaria, in the meantime, has communicated to the Allies her reply to the proposals of the Powers. This demands further frontier from Saros to Midia and indemnity if she has to meet a portion of the Turkish Debt.

### CHURCH SERVICES.

St. John's Cathedral, Hongkong, 30th March, 1st Sunday, after Easter, Holy Communion (8.15 a.m.), Responses, Ferial; Venite, Hindle; Psalms of the 30th morning; Te Deum, Litanies, Cooke, Hopkins; Benedictus, Langdon; Hymns, 140, 130, and 137, Evening (5.45 p.m.). (Full Choir) Responses, Ferial; Psalms, Battistini-Turle, Humphreys; Magnificat and Nunc Dimittis, Birnby in E; Anthem, "Hallelujah," Handel; Hymns, 499 and 130; Sevenfold Amen; Voluntary, Offertory on Hymn 130 Batiste.

St. Andrew's Church, Kowloon, 1st Sunday after Easter, 30th March, 1913. Matins—Hymn, 160; Venite, 2nd Day, Gosa; Psalms, 144; Woodward, 146; Croft, 146; Woodward, 30th Morning; Te Deum, Hayes, Russell; Stainer; Jubilate, Turle from Purcell, 27th Evening; Kyrie, Mendelssohn; Hymns, 193, 292, and 304 (last verse in unison); Evensong: Hymn, 285; Psalms, 147; Battistini, 30th Evening; 148; Turle, 31st Evening; 148; Turle, 30th Evening; 150; Humphreys (last verse in unison); Magnificat; Tonus Peregrinus (in unison); Nunc Dimittis, Turle, 27th Evening; Hymn, 540, 27, and 477; Vesper Hymn. Matins, 11 a.m. Evensong, 6 p.m. Sunday School, 3 p.m. (in Kowloon School). Young Men's Bible Class, 3.15 p.m. (in the Vicarage) Union Church, Kennedy Road.

Morning—Worship, at 11 a.m.; Hymn, 1, 514, 510 and 325; Anthem, "God shall wipe away all tears." Evening—Worship, 6 p.m. Hymns, 201, 203, 158, and 365; Communion at noon. Preacher Rev. J. K. Macmillie.

Christian Science services, MacDonald Road, Sunday, 11.15 a.m.; Wednesday, 5.30 p.m.

## TELEGRAMS.

### THE DEAD KING.

### REMOVAL OF REMAINS.

Reuter's  
[Service to the "Telegraph."]

London, March 28.

The yacht Amphitrite, with the remains of the late King George of Greece on board, has arrived in the Piraeus, and was saluted by an escort of foreign warships. Members of the Holy Synod went on board and said prayers. The coffin, which was covered by the Greek and Danish flags, was borne ashore by deceased's son and grandsons, King Constantine, Queen Olga, dignitaries of the Court, and Cabinet Ministers followed.

The coffin was then placed on a gun carriage, and was drawn by 44 seamen to the railway station, where it was despatched by special train to Athens. Detachments of foreign sailors joined the procession.

### BOXING.

#### Wells too Clever for Mehegan.

Although the referee's verdict was received with "mixed" applause at the National Sporting Club there can be no doubt that Mitt Wells, the ex-light-weight champion of Great Britain, completely outpointed Mehegan, the light-weight champion of Australia, in the 20-round boxing contest for \$100 a side and a purse of \$1000.

Mehegan himself seemed surprised at the decision for, walking to the side of the ring, he called up to his supporters, "I reckon I won." He evidently thought that he had done most of the leading; showed some very clever footwork in avoiding the dangerous blows which were aimed at him. Confident in the lead he had established earlier in the contest, he continued to make good use of the ring, while Mehegan, eager at any price to deal a knockout blow, followed him fiercely. Try how he would, however, the Australian could not get at his man. Wells every now and then darted in and scored with left or right, and so adroitly further points, and ran out a fairly easy winner at the finish.

But it must be owned that it was a disappointing bout. Exchange:

Hard bitter and rugged fighter though he be, Mehegan was clearly out-boxed by Wells. The latter was cleverer from start to finish, and the punishment he handed out at times would have stopped most men. Mehegan, however, seems to delight in receiving hard blows, hoping to injure his opponent into carelessness and then to deal the knockout blow. The men had met before in a fifteen-round contest, when Wells had lost on a foul, and, profiting by the experience gained in this contest and the punishment he received towards the close of it, Wells took no risks.

The fight was not an attractive one to watch. There was far too much holding and pulling and wrestling round the ring. In fact, at times, the movements of the two men resembled an exaggerated "Bunny Hug" or "Turkey Trot." But, in spite of these antics, it was not until the end of the tenth round that the referee came to the ringside and exhorted both men to "stand up and box," although before then his voice was heard with monotonous regularity entreating them to "break away" and "step away."

Mehegan's Charged Tactics. It was not until the sixteenth round, however, that Mehegan abandoned his curious crouching attitude and started to stand up and box, as we are inclined to think properly. Before that, covering himself up cleverly, he kept weaving his way with stealthy side steps into his man in the endeavour to weaken him by hard punches at close quarters. Wells, however, remembering his previous experience, did not fall for these tactics, and covered himself up, while in the meantime he was continually scoring with straight lefts, now to head, now to body, which although they appeared to "rock" the Australian seemed to have no permanent effect on him. When

## TELEGRAMS.

### TRIPOLI TROUBLES.

### ITALIAN SUCCESSES.

Reuter's  
[Service to the "Telegraph."]

London, March 27.

A message from Tripoli states that the Italians are following up their successes at Chariam, and have now occupied Kikia, Sudra, and Yeffren. The Arab leader, Baruni, has fled and the resistance of the natives is regarded as being overcome.

Mehegan did land a hit, it was a very telling one, but Wells appeared to be as strong and as capable of taking punishment as his opponent.

With a quick lead by Wells and then a rush into clinches, the fight progressed very monotonously for sixteen rounds. Occasionally an "A-ah!" from the spectators punctuated the landing of a heavy blow, but for the most part, although both men went at it hammer and tongue, it was a dull affair. In the sixteenth round, however, Mehegan stood up and "mixed matters" at long range, and Wells, who up till that time had done most of the leading, showed some very clever footwork in avoiding the dangerous blows which were aimed at him.

Confident in the lead he had established earlier in the contest, he continued to make good use of the ring, while Mehegan, eager at any price to deal a knockout blow, followed him fiercely. Try how he would, however, the Australian could not get at his man.

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## TELEGRAMS.

### THE AMERICAN FLOODS.

### MORE STATES THREATENED.

Reuter's  
[Service to the "Telegraph."]

London, March 28.

Western Pennsylvania, the northern portion of West Virginia, and Kentucky are now threatened with serious inundations.

Parts of Pittsburgh and Wheeling are already under water.

The Mississippi in Arkansas has risen 3 ft.

The Secretary for War has gone with a garrison to Ohio to supervise relief operations.

Huge Losses.

The losses of the railways of Ohio and Indiana have already been estimated at \$15,000,000.

The losses through the closing of steelplants and mills will be immense.

### A PUGILIST'S EARNINGS

In the King's Bench Division, before Mr. Justice Coleridge and a jury, Harry Beattermann, a professional pugilist, of Cornwall Road, Tottenham, known in the boxing world as Harry Lewis, sued the British Motor-car Company Limited, and the London General Omnibus Company Limited, in respect of an accident.

Mr. Sanderson, K.C., M.P., and Mr. Martin O'Connor were for the plaintiff, Mr. McCall, K.O., Mr. J.B. Matthews, and Mr. A.H. Richardson, M.P., represented the British Motor-car Company; and Mr. Marshall, K.C., M.P., and Mr. Ernest Charles were for the Omnibus Company.

Mr. Sanderson explained that the case arose out of a collision between an omnibus and a taxi in which Lewis, his manager (Harris), and his trainer (Wood) were being driven. Both the defendants denied allegations of negligence, on which the plaintiff's claim was based.

Harry Lewis, said counsel, was an American by nationality, and was well known over here and in Paris.

When the collision occurred both vehicles were badly damaged, and the fact that three windows of the omnibus were broken, showed the force of the impact.

Lewis was rendered unconscious, and could remember nothing until he found himself in the hospital.

Harris was cut about the hip and strained one of his arms, while Wood was seriously cut about the head.

At the time Mrs. Beattermann (the plaintiff's wife) was lying ill in Paris, and against his doctor's advice Lewis went to Paris to see her on February 7.

Lewis, counsel continued, had attained a wide reputation in the welter weight and middle weight classes, and in 1910 and 1911 his earnings were something like £11,900 a year.

Shortly before the accident he beat "Dixie Kir," who had claimed the welter weight championship of the world, and in consequence of that he arranged to meet Dick Burge at the ring.

The plaintiff was so shaken and injured by the accident that he was unable to box again until March 28. When he did re-enter the ring to meet Seaman Brown on April 29, Lewis found he was not so well able to judge his distance and was not so quick on his feet.

Owing to the accident Lewis could earn only £200 last year, and he lost three or four specific engagements. His loss £450 by not meeting Dick Burge.

He had also practically agreed to meet Owen Moran in Paris for £100 and Carpenter at Nice for £200, but the accident prevented this.

Lewis, in the witness box, said his manager told the taxi-driver before the accident not to drive so fast.

Approaching Ludgate Circus, the witness noticed a motor bus would catch them.

"I said to the boys with me,

## TELEGRAMS.

### THE LINCOLN.

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Hongkong, 20th April 1911.

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Manager.

Hongkong, 1st Aug. 1912. [15]

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OUR  
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## China Mail.

Progress of the British Merchant  
Marine.

In ten years the additions to the  
British merchant fleet make up  
3,798,252 tons when allowance is  
made for wastage from natural  
causes and misadventure, as well  
as for the sales and purchases to  
and from other countries and for  
all entries on the debit and credit  
side of the balance-sheets. The  
total British merchant fleet  
thus stands at 19,148,742 tons,  
the measurement of 20,878 vessels.  
But when the results are full  
analysed, the addition is even  
more significant, because of the  
greater preponderance to day of  
new ships and of steamers over  
sailing craft, and of the con-<br

## SHORT STORY.

## DINNER AT EIGHT

BY

SAMUEL MERWIN

We can't leave the girl alone—in Shanghai," protested the thin woman.

"But she'll be right there in a hotel full of white folks," insisted the stout man. As he spoke, his eyes wandered despairingly to the heap of luggage, on which a Chinese porter was pasting Astor House labels. "Bob's certain to get here before long."

All three—the fat man, the stout woman, and the thin woman—stood for a moment in the silence of perplexity. Outside, the early October twilight was setting over the straggling, polyglot city that likes to term itself "the Paris of the East." Within, in the roomy "lounge" that adjoined the hotel office, there were lights, and tourists sipping tea, and the chatter of many tongues. Close at hand, seated alone by a wicker table, idly fingering a cold tea cup, was a girl—an extremely pretty girl, obviously American, with a jaunty travelling turban set down on her fluffy brown hair. She had a firmly pointed chin, a straight and rather long nose, clear skin that had been slightly tanned by the winds of the Pacific, and wide, demure hazel eyes that appeared to be gazing out at the clamorous line of rickshaw coolies in the shadowy street. By not so much as the twitch of a muscle did her fresh young face betray that she was listening intently to the conversation of the trio.

"But Rufus dear,—it was the stout woman—"you don't seem to understand. It is nearly six now. Unless Lientenant Cerver comes soon, it will be too late to get Edith back to the ship for dinner. Her aunt and uncle will be worried to death." She paused for emphasis. "We assumed some responsibility when we brought her ashore to-day. And you don't leave nice young girls like her unprotected on the China Coast. You know well enough the dreadful code of this part of the world."

The thin woman shuddered. "Between now and eight anything might happen!"

The fat man sighed. "Look here," he said, "this is an emergency; and I can't see but what she's got to do her part in it. I must straighten out the tangle with the Hankow Line people, or we simply can't leave to-night. You two must collect the things you've bought before the shops close, or lose 'em; I certainly can't let either of you knock around Shanghai alone after dark. And if you take her with you, she'll miss Bob when he comes. No; it will be best for her to sit quietly here. Don't tell me that an American girl who's twenty if she's minute can't take care of herself in a pinch!"

"You might explain it to the clerk, Rufus."

The fat man glanced at the desk and pursed his lips. Probably the one person on earth least able to comprehend the Occidental motive in such an explanation would be a Malay hotel clerk in Shanghai.

"No," he said decisively, "nothing like that! She can read a magazine, or something. And, if Bob should fall down altogether, she could dive with us at eight—or whenever we get back—and I'll take her back to the ship myself. There's a launch out at nine-thirty, and out Hankow boat doesn't leave until midnight."

Miss Edith Ellis, when the matter was put before her, assured them that it didn't matter in the least. She even produced a smile—a smile that faded before they were out of the room. Then she went to the window and, with wistful eyes watched them ride off into the mystery-laden dusk of Shanghai.

A few moments later she became aware that a certain foreigner,

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FOR SALE—HARTING AND ROGATE, on part of Kowloon Island Lot No. 1154.

"LYEEMUN," Barker Road No. 184, Peak to let furnished or unfurnished to 30th November 1913. 6 rooms

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Hongkong, 26th Mar., 1913.

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1885

OFFICE TO LET.—One or two rooms in good central locality.

Immediate possession. Apply to:

"Beta" care of "Hongkong Telegraph".

Hongkong, 6th Mar., 1913.

TO LET.—A House in Kowloon

Terrace, THE HONGKONG

LAND INVESTMENT & AGENCY

COMPANY, LIMITED,

Hongkong, 27th Mar., 1913.

[258]

WANTED.

WANTED lessons in Spanish by a competent teacher, preferably a native. Apply Box No. X. Y. Z.

"Hongkong Telegraph".

Hongkong, 4th Mar., 1913.

[229]

WANTED.—FOR BRITISH

NORTH BORNEO an experienced Chinese Draughtsman. Apply

GIBB, LIVINGSTON & CO., Hong-

kong.

Hongkong, 26th Mar., 1913.

[255]

LOST.

LEFT IN THE TRAIN.—The man who does not advertise is being left behind in the train of progress; the man who uses our advertising columns is on the express road to more business.

"

Suddenly her chin came up—a faint touch of colour glowed through the transparent brown of her cheeks—her eyes stared at the swinging red-and-yellow lanterns on the rickshaws. The Oldhams would not be returning for an hour or so; Bob would be even later; there was no one. . . . She held her breath. In her eyes was the fire that passes only when youth passes.

Resuming her habitual, girlish composure, she calmly buttoned her gloves, took her wrist-bag from the table, on which (she noted with some amusement) the adventurer person had left his now useless magazine, walked through the office to the street, stepped into the first rickshaw that offered, tucked the robe about herself, and waved a vague hand. "The Bund," she said.

Again she looked out into the gathering night. The rickshaw coolies were lighting their gaudy paper lanterns. She was glad to know that the Chinese really use paper lanterns; in a world of continuous disillusionments, this

of romantic colour, at least, was still there.

"Porphaps it is that I intrude," he managed to say.

"Yes," she replied calmly, "you do."

Well, that little episode was over. She was almost sorry. The remark of the Miss Oldham came suddenly into her thoughts: "Between now and eight anything might happen!" If only anything would happen!

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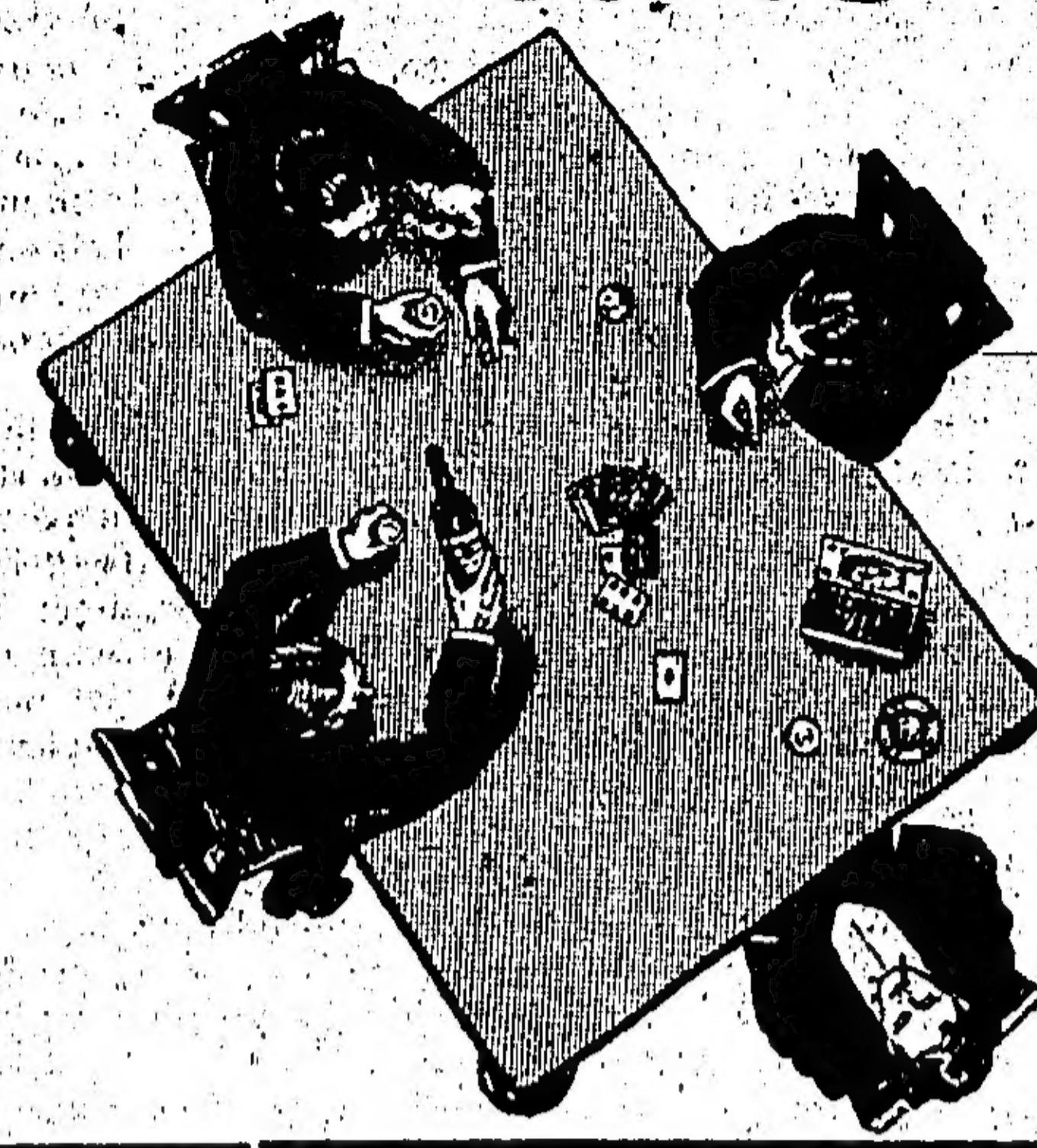
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Dr. F. H. R. KENWOOD STATES  
"IT WAS FOUND THAT A 1% SOLUTION OF THE  
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## REMOVAL NOTICE.

To enable the "HONGKONG TELE-  
GRAPH" to cope with STEADILY  
INCREASING BUSINESS, demanding more  
COMMODIOUS PREMISES, the office  
has been removed to No. 1 Ice House  
Road—Corner of Battery Path and Queen's  
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## FANS.

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GET ONE OF OUR  
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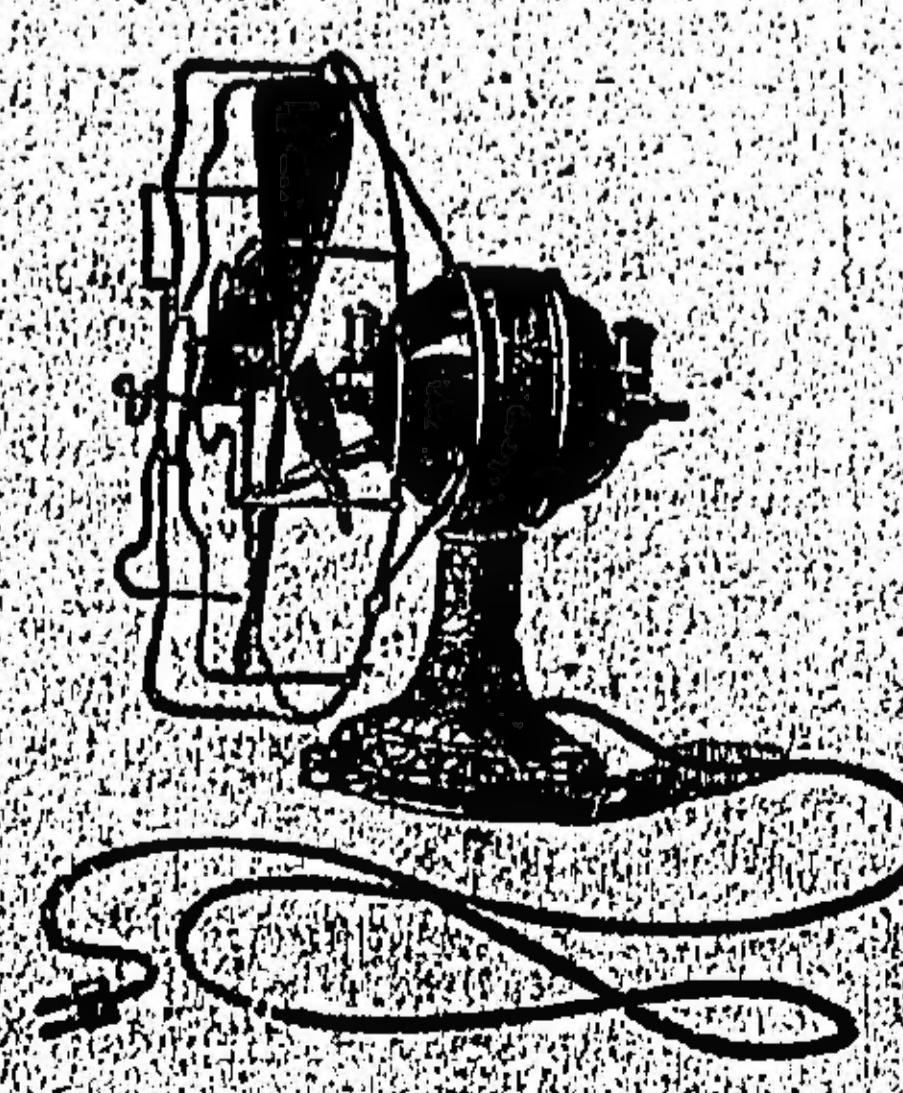
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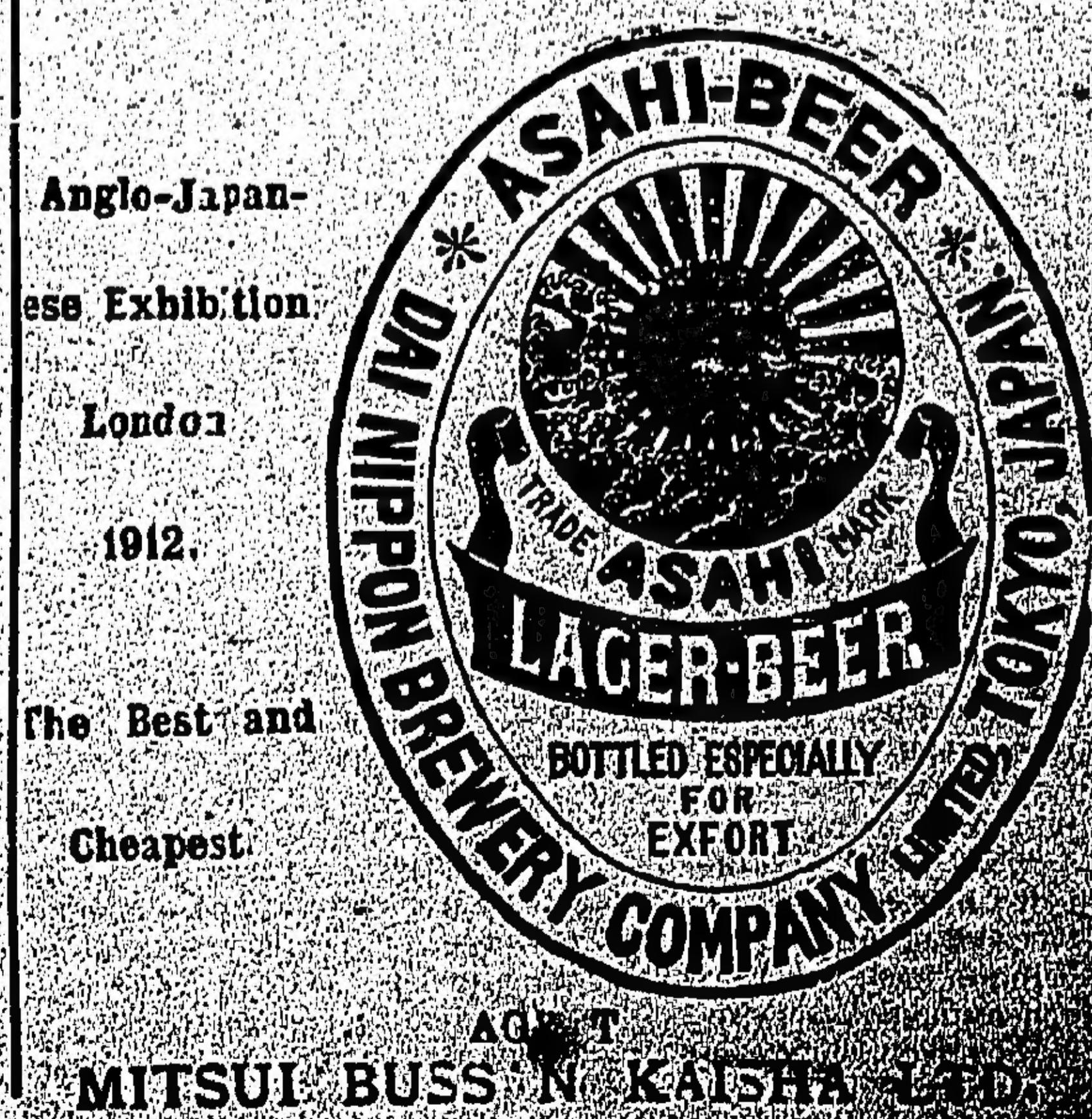


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The rates of subscription to the "Hongkong Telegraph" will be as follows:

Daily issue—\$30 per annum.

Weekly issue—\$13 per annum.

The rates per quarter and per month are proportional. Subscriptions for any period less than a month will be charged as for a full month.

The daily issue is delivered free when the address is accessible to messenger. Peak subscribers can have their copies delivered at their residences without any extra charge. On copies sent by post an additional \$1.80 per quarter is charged for postage.

The postage on the weekly issue to any part of the world is \$1.00 per quarter.

Single Copies, Daily, ten cents. Weekly, twenty-five cents (for cash only).

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

(Payable in Advance.)

By Order,

"HONGKONG TELEGRAPH."

### BIRTHS.

GOLDMAN.—On March 21, 1913, at Shanghai, to Mr. and Mrs. M. Goldman, a son.

PUGH.—On Friday, March 21, 1913, at 16, Wayide Road, the wife of Mr. Ellis Pugh of a daughter.

### DEATH.

READ.—On March 21, 1913, at the Municipal Hospital, Shanghai, Phillips, infant daughter of Mr. and Mrs. H. H. Read, aged 13 months. The funeral took place at the Pahsiensho Cemetery on Sunday, the 23rd instant.

The object of this paper is to publish correct information, to serve the truth, and print the news without fear or favour.

Cable Address: Telegraph, Hongkong.

Telephone: No. 1 A.B.C.; 5th edition. Western Union.

## The Hongkong Telegraph.

HONGKONG, SATURDAY, MARCH 29, 1913.

### EDUCATION AND INDUSTRIAL PROGRESS.

The close relationship which education bears to a nation's industrial progress scarcely needs emphasising those days. It is at least quite apparent to the thinking man and to the student of world-movements. But the other fact must also be admitted, namely, that there are thousands who never give a passing thought to the vital co-relation of the two. Unhappily, indifference in this regard is most palpable in England, and as grown-ups give little thought to the matter, it need occasion no surprise that the young people betray comparatively small anxiety to improve their knowledge. Without a doubt, if Britain is to hold her place in the world, sacrifices will have to be made by the boys and girls of the nation, the boys especially, for in the industrial struggle of the future the trained, educated man will be the determining factor.

There have been many signs of late that the present generation is not doing what it might so as to become equipped as it should do. And the latest of these is to be found in the London County Council Education Committee's report on eight years of technical education schools (mostly evening) which has recently been published. There is slackness and indifference written large over this document. For example, out of the 125,000 students enrolled, 43,000 made less than 14 hours' attendance in any subject, and it is not surprising to read that nearly one-third of the students were ineffective. In many instances the personnel of classes so change that teaching becomes impossible. No fewer than 500 authorized classes were closed before the session was one month old. There are various reasons assigned to account for the lack of interest in the inducements held out. One is the picture theatre, of which it is said, "These have, for at least a time, taken hold of the imagination of the people, and both young and old apparently cannot resist the charm of the living drama." The break from Easter to September, during which evening schools are closed, is also blamed, and it is pointed out that practically a new school is opened every year in the same building.

One cannot help contrasting the state of affairs revealed by the report referred to with the great success achieved in the working of continuation schools in Germany, where local authorities are given the power to make by-laws requiring compulsory attendance of scholars. However, it is good to note that day trade schools are now being established in London, and it may well be that much of the good material now passing out of the elementary schools and going to waste will be properly taken in hand. Gradually a system of continuation trade schools is to be established, and by it boys will be given a chance to qualify for entering the higher branches of industry. In this way, at least, part of the ability now lost in unskilled labour may be saved to the country.

### A Sound Policy.

We can commend to those who have at heart the interests of China, and of British trade in China, the calm and matured statement on the Chinese Loan made by Sir Edward Grey in the House of Commons, which is printed elsewhere in this issue. It is clear evidence of the absolute consistency of British policy on this vexed question. It is apparent from Sir Edward's observations that, up to the present, the American withdrawal from the International Group has had no effect on Britain's policy, and we thoroughly agree with the expressed conviction that a continuation of the policy of co-operation with other Powers is the only sound one to be followed in the present situation in China. The Foreign Minister laid his finger on the whole point when he feared that a policy of unrestricted competition to lend money to China would result in competition between different countries to secure political advantages for easy loans on imprudent terms. There is the danger, and we would that China could only realise it, as well as realise the danger she is in.

### The Great Seal.

An interesting paragraph has gone the rounds to the effect that Lord Haldane had to get Royal permission to accept the invitation to America. This is on account of his possession of the Great Seal, which he is presumed never to leave out of his sight.

It is a grave constitutional offence to take the Great Seal out of Britain. It has only been done once—by Cardinal Wolsey when he visited the Low Countries in 1521, and this was remembered against him on the day of his downfall. Many of our readers will remember what Mr. Solomon Pell, that intimate friend of the Lord Chancellor, told Mr. Weller and his coaching friends when he described the occasion, on which his Lordship had himself in confidence, "Only Mr. Pell and the Lord Chancellor were at dinner but everything was as splendid as if twenty people had been expected—the Great Seal a dumb waiter at his right, and a man in a big wig and a suit of armour guarding the maid of honour's sword and silk stockings which is perpetually done, gentlemen; night and day."

The late Rev. A. H. Stanton.

All over the English-speaking world to-day the High Church party of the Church of England will mourn the loss of one of their recognised leaders, the Rev. A. H. Stanton. Mr. Stanton had been one of the curates of St. Albans, Holborn, for over forty years, and his fame as a preacher, and—which is better still—a worker, had become world-wide. He was one of the brave, little band of men (that included Charles Lowder, Arthur Heriot Mackenzie, and other well-known names) who were responsible for what one might term the second stage of the Oxford Movement. Such men had many enemies and few friends, the bitterest among the former being the clergy of their own Church, and the most loyal among the latter, Mr. Gladstone, "Tom" Hughes, Earl Nelson, who died the other day, and the late Marquis of Ripon, who subsequently became a Catholic.

The Working Man's Friend.

"Father" Stanton struck out a definite line, guided by purely conscientious motives, and stuck to it. He made himself so much the friend of the working man, and was so exceedingly humble-minded, that many people never knew that he was, underneath all, a scholar. As a matter of fact, he could be all things to all men, and the present writer well remembers hearing him carry on a lengthy conversation, in the broadest Cockney slang, with an ungodly costermonger who subsequently became one of Mr. Stanton's most ardent converts.

Good cess to his soul: he was a man; rather a scarce article in these days.

### A Stray Bullet.

We have been informed that a stray bullet, presumably from the King's Park Rifle Range, has been found in a wooden window frame by the doctor at the Kung Wah Hospital. Some time ago another stray bullet was found at the same hospital.

### DAY BY DAY.

Simplicity of life means tranquillity of mind.

The Mails.  
English Mail.—Despatched per s.s. India at 12.45 p.m. to-day.

Siberian Mail.—Closes per s.s. Linan at 5 p.m. to-day.

American Mail.—Closes per s.s. Nile on Monday at noon.

Bramble Arrives.  
H. M. S. Bramble arrived here yesterday.

English Mail.  
The English Mail of the March 1, was delivered in London on March 28.

Returned to His Ship.

A man named Edward Smith who is reported to have been missing from the s.s. Bilbister has returned to his ship.

Left for Home.

Police Sergeants Kerr, Lamont, Kendall and Lance Sergeant Lanigan are proceeding Home, on leave, to-day, by the India.

Going Home.

Mr. E. F. Mackay, head of Messrs. Butterfield and Swire in Shanghai, with Mrs. Mackay and family, left Hongkong to-day by the India for Home.

Colon Church Pastor.

The Rev. J. Kirk Macdonachie, who arrived in the colony this week to take over the pastorate of Union Church, will conduct the services on Sunday morning and evening.

C.Y.C. Closing Cruise.

The C.Y.C. are holding their closing cruise of the season on April 20 at Kowloon Bay for which some popular races have been arranged. The prizes will be presented by Mr. J. Spittles.

For Home.

Among the passengers who left for Home to-day by the English Mail steamer India were Admiral Sir A. Winsloe, Lieut. Cowan, R.N., Capt. C. E. Hunter, R.N., the Rev. and Mrs. Copley Moyle and Mr. W. D. Jupp.

Re-numbering of Houses.

Caroline McPherson in the numbering of houses in Ice House Street and Ice House Road have been made by the Assessor, and are notified in the Gazette. The Chorltonshire Bithatch known as Ice House Road becomes Ice Street.

Appointment Approved.

His Majesty the King has been pleased to approve the appointment of the Honourable Mr. Charles Montague Edie to be an Unofficial Member of the Legislative Council during the absence on leave of the Honourable Mr. Henry Edward Pollock, K.C.

Supposed Suicide.

A case of supposed suicide has been reported to the police. A Chinese aged 35, of George's Lane, where a number of rickshas coolies live, is said to have poisoned himself by drinking tea made of poisonous herbs. The body has been removed to the mortuary.

New Advertisement.

In to-day's issue appears an advertisement from a new firm of tobacconists who are opening an attractive shop at 18 Queen's Road, Central, under the name of the Tucos-Filipino Cigar and Cigarette Store. They have imported an excellent brand of cigarettes manufactured by the Dedeoglu Bros. of Turkey, and sold in three grades: The Dollar Princess, The Flour d'Orient, and The Extra Fine. Besides these the firm stock the best of Manila cigars, and tobacco of all kinds, both for retail and wholesale.

Immigration Restrictions.

The following notification by the Siamese Minister of Local Government appears in the Gazette: "Whereas information has been received that plague is endemic in Hongkong and many ports in China, it is hereby notified by me, in accordance with clause 182 of the Law on Navigation in Siamese Waters of R. S. 124, that, until further notice, all vessels arriving in Siamese Waters from Hongkong or any port in China shall stop at the quarantine anchorage at the Island of Koh Phra for inspection, and there remain until released by the Health Officer."

A Word for Malaya.

There remains the suggestion of replacing the Chinese by some other Oriental type. Malays instantly occur to one. They are more amenable to discipline than most other Asiatics, far more practically-minded and interested in the Chinese where daring and courage are concerned. In fact, they do not know what fear is. Mahomedanism with them being carried to the verge of fanaticism. Men of this

### HONGKONG POLICE REFORM.

A Suggestion to Abolish Chinese Lukongs.

[Special Article.]

One does not need to belong in Hongkong before he wonders what value, in the interests of law and order, if any at all, is the Chinese Lukong. Sunken-chested, listless, tiredness personified, he lolls about the thoroughfares generally as near a refreshment or cigarette stall as he can contrive to get—and appears to be in no other respect more successful than in doing nothing. Can it seriously be said that the Lukong is of any real use in the detection or the suppression of crime? It is much to be doubted. His own compatriots neither fear nor respect him, and certainly nobody else does. But apart altogether from the opinion of the ordinary lay observer, what have those who are entitled to be regarded as experts to say on the matter?

Ask any European inspector, or other police official, what is the worth of the average Chinese constable; it will probably be placed at that of a row of pins, or less.

What the Lukong Cost.

It is of interest here to note a few facts about the Chinese section of the Hongkong Police Force, confining ourselves to those employed on street duty. According to the provisions made for the current year, there are 20 sergeants and 322 Lukongs. The former of these are paid at the rate of from \$20 to \$25 per month, and the latter from \$12.50 to \$15. In addition, there is house allowance for those of these two classes who are married (this being a new privilege). Summing it up, the Chinese sergeants and constables cost the Colony the nice little yearly sum of close on \$59,000, this without taking into account the free light and quarters which are enjoyed. Reference has been made to the inclination of popular opinion on the point of the worth of the Chinese outdoor force.

That the official view is somewhat on the same lines seems clear from the fact that this year fourteen second-class Chinese constables have been replaced by a like number of third-class Indians.

In addition, this force has been augmented by 75 additional third-class Indian constables. These facts certainly bear out the impression that the authorities are by no means satisfied with the motley conglomeration of Chinese police which constitutes such a big portion of the Force as a whole.

A Drastic Remedy.

Putting it at the lowest point, it will be generally agreed that in spending hard on £6,000 a year on Chinese sergeants and constables, the Colony is not

getting value for money. What, then, is the remedy? The suggestion to be made is admittedly a drastic one—it is abolition: Let the present army of the Tired Three Hundred be once and for all dispensed with, and the money at present spent on them utilised either by way of strengthening the European section of the Force, or by an experiment being made with other Orientals. In comparison with the other branches, the Europeans are an almost negligible quantity, and if a suggestion subsequently to be made is not practicable, it at any rate would be possible to bring up the European strength of the force to a more reasonable standard.

It would, of course, be advisable to do away with certain of the Chinese in the force such as plain clothes detectives who perform a really useful part. Abolition should only apply to the mob of Lukongs who do little else than add an Oriental touch to our streets and provide the "Eastern atmosphere" for snapshotting globe-trotters.

A Word for Malaya.

There remains the suggestion of replacing the Chinese by some other Oriental type. Malays instantly occur to one. They are

stamp could obviously make infinitely finer, more active and more efficient policemen than the weary Lukongs who shamble along Hongkong's streets. The authorities in Singapore will not employ Chinese in the police force, save to look after the richshas, and the whole explanation of Singapore being better policed than Hongkong is to be found in the fact that Malaya, instead of Chinese, are engaged as Lukongs. Only quite recently, too, a writer to one of the Straits papers paid a splendid tribute to the work being done by Malaya as police and firemen in Colombo. There is, of course, the question of how the Malay would stand the cold season in Hongkong, but the probabilities are that he would in time become thoroughly acclimated. In British North Borneo, the Filipino is largely used for police duties; and that is a fact, too, which might be borne in mind here. Whatever is the solution of the problem, it will be conceded that the Chinese Lukong in Hongkong has proved himself a worthless creature. That is the outstanding fact. It is for the authorities to find the remedy; but in discovering it the suggestions advanced above are, at any rate, worthy of serious contemplation by those who have controlling voice in these affairs.

### BANDMANN OPERA CO.

Successful Performance of "Gipsy Love."

The New Bandmann Opera opened its season at the Theatre last night before a large audience. The play chosen, "Gipsy Love," is one of Mr. George Edwards' great London successes and is still drawing large houses at Daly's. It is something more than the ordinary musical play and might more properly be described as an operetta. At any rate, it sets a new style in plays of this nature. The story of the play was given, in part, in yesterday's issue of the "Telegraph." It is more direct and pleasing than in the case in most musical plays, and it moves evenly and smoothly from first to last.

"Gipsy Love" is much better mounted than most plays of the kind, and a word must be said in particular of the stage setting at the end of the second act. It is doubtful whether anything more striking in this direction has ever been seen in the Colony. But it is Lehár's music which really lifts "Gipsy Love" high above the rank of musical plays. Miss May Glenn's opening solo strike a rare, arresting note and the same high quality is preserved throughout. There are some haunting lyrics and the music of the finale of the second act is nothing short of magnificent.

For Miss Glenn last night was a distinct triumph. She has a voice of wonderful compass, power, and tone; and Hongkong can seldom have heard her peer. Mr. McGrath, with Miss Glenn, had the major portion of the song and duets, and be supplemented her work with admirable skill and fine voice. One could have wished to hear more of Mr. F. W. Armstrong, who has a tenor voice of singular sweetness, and no doubt we shall before the season is over. Mr. Faith is—Mr. Faith is the incomparable. He had a tremendous reception and, with Miss Moyra Hill and Mr. Victor Couriet, did admirable work in keeping the fun going. And one must not forget the clever and vivacious Miss Violet Frampton, the English lady who stumbles into a Roumanian atmosphere, and carries sunshine with her everywhere.

The minor parts are in excellent hands, and the chorus is particularly sweet-toned. "Gipsy Love" promises well for a successful season. The Company may be congratulated on a most successful opening performance.

### HIS EXCELLENCY.

May Perhaps go on Leave This Year.

We understand that it is likely that His Excellency the Governor will take four months leave beginning somewhere about the commencement of August for the purpose of visiting England. Enquiry at Government House elicited the statement that His Excellency was by no means certain, though he may go on leave.

## SPECIAL CABLES.

## JAPANESE AVIATION DISASTERS.

TWO LIEUTENANTS KILLED.

[Our Own Correspondent,  
Shanghai, March 20.]  
It is reported from Tokyo that a military aeroplane fell yesterday, killing two Lieutenants.  
A Parseval airship fell at Aoyama, but there were no casualties.

## ADMIRAL WINSLOE.

Departure from Hongkong To-day.

Admiral Sir Alfred Leigh Winsloe K.C.B., O.V.O., O.M.G., left Hongkong to-day on relinquishing his command of the China Station after holding the same since 1910. He left by the P. and O. ss. India and on Monday Vice Admiral Terram, C.B., will make his official landing on taking over the command.

Admiral Winsloe was born on April 25, 1852 and entered the service in 1875, served in the Egyptian War of 1882 and ten years later was promoted to the captainship. He served on the committee for the revision of the Naval Signals, and in 1890 he served with the Naval Brigade in the expedition against the Sultan of Vitu in East Africa. The following year he went as Commissioner to Massitessi to fix a boundary between the Portuguese and the Chartered Company and during the China-Japanese War commanded the H.M.S. Spartan. From 1906 to 1910 he acted as fourth Sea Lord of the Admiralty. Among his other duties he had the honour of commanding s.s. Ophir during the Royal Tour.

## OXFORD AND CAMBRIDGE DINNER.

To-night's Oxford and Cambridge Dinner with Sir William Rees Davies of Trinity in the Chair, and Sir Charles Eliot of Balliol in the Vice-Chair, ought to be a brilliant function. It is a pity that the good things that are said at these gatherings are not allowed the publicity of the Press. We understand that the speeches of the late Bishop Hope on these occasions constituted an intellectual treat which any journal in the world would have been proud to reproduce. Two years ago a speech by Bishop Hope, after paying a marked tribute to the legal profession, was received with the most enthusiastic applause—most particularly by a well-known King's Counsel. We are informed that all the addresses are delivered in English, and that, with the exception of the words *ad locum*, very little Latin is used.

## SUIT TO RECOVER \$200.

This morning, in the Summary Court, before Mr. Justice Kemp, a Chinese woman named Tong Yung Shun, sued Leung Hing Ngai, to recover the sum of \$200 alleged to be due under a promissory note.

Mr. Crewe, of Messrs Hastings and Hastings, appeared for the plaintiff, and Mr. J. H. Gardiner for the defendant.

The plaintiff said that for five years she had lived with the defendant, but had left him about 14 months ago. When she joined him, he was paying the family expenses of the house in which she lived, but when his employer died, he was unable to continue doing so. She married her daughter off, and received \$800, \$300 of which went to the middleman, while he money she paid off some debts, and paid \$50 to a man on the defendant's behalf at his request. Later, she gave the defendant \$650. Subsequently, in the following year, the defendant borrowed \$100 and gave her a promissory note for \$200 covering the whole of his indebtedness to her.

The defence was that there was no valuable consideration for the promissory note.

An adjournment was ordered until a witness to be called.

## HONGKONG TWENTY-FIVE YEARS AGO.

(Compiled from the "Hongkong Telegraph" files for the week ending March 29, 1888.)

**Band in the Gardens.**  
We have often asked that Hongkong might have an open-air band performance. Twenty-five years ago it had, for the "Telegraph" of March 23) announces:—"By kind permission of Colonel Anderson and officers of the 2nd Northamptonshire Regiment, the regimental band will play in the Public Gardens on Sunday from 3.30 till 5 p.m."

Verily our fathers were better men than we.

**China and Manilla Steamship Co. Ltd.**

The fifth ordinary general meeting of the above company was held on March 23, at the offices of the general managers, Messrs Russell and Co. Praya Central, those present being Messrs W. H. Forbes (Chairman), R. Shawan (Secretary), W. Shawan, E. George, G. H. Potts, J. H. Cox, F. Grimes and B. Byrnes.

The chairman observed that the report was most satisfactory, and that the company was now on a sound basis; the steamers were in thorough working order, the Diamante having only recently undergone extensive repairs. He hoped to present even a better report the following year.

**Swamp in the Happy Valley.**  
"It gives us very great pleasure," writes the editor on March 20, "to be able to announce that His Excellency the Governor has at last seen his way to authorise and put in hand the reclamation of the swamp in the Happy Valley. Tenders are now invited for the reclamation of this hotbed of fever. The public may therefore look forward to having this very desirable and much delayed work completed by the end of the present year."

**Legislative Council—The European Reservation.**

The Legislative Council met on May 27, Sir W. Des Voeux, the Governor presiding. Among the members present were Dr. F. Stewart, Colonial Secretary, Messrs. A. P. McEwan, G. P. Chater, and J. Bell-Irving. Mr. M. W. Deane, Captain Superintendent of Police, took the oath as a member of the Council.

The Colonial Secretary read a message from the Governor, in which he recommended the passing of an Ordinance entitled "An Ordinance for the re-division of the European district in the town of Victoria."

His Excellency, after reading the message himself, expressed his desire that the Council should pass this Bill. Its object was to provide for the health and comfort of the European community by checking the alarming rate at which the Chinese population of this Colony invaded all the districts where Europeans are located. It was proposed to delimit a certain district where the Chinese were not to build houses; what that district was would appear from the Ordinance.

The Attorney General moved the first reading of this ordinance, the Colonial Secretary seconded, and the Bill was read a first time.

The text of the Bill is too long to give in full; briefly, it rendered it unlawful to build any Chinese tenement within the European District. No Chinese tenement within such European District could be divided with the object of providing for its occupation by more than one person to every thousand cubic feet of internal space.

Upon the complaint of any person that a Chinese tenement had been built within the European District, or that any tenement in such District was subdivided or occupied by an undue number of persons, the offender would be liable to fine or imprisonment.

By "European District" was meant that portion of the city on the southern or south-eastern side of a dividing line beginning from a point on the Pokfulam Road at No. 1 Bridge, and passing along the Pokfulam Road, High Street and Bonham Road as far as Ladder Street, thence along the northern boundaries of Inland Lots 513 and 514 and bisecting Lots 523, 423, 157 and 94; thence along the northern boundaries of Lots 100, 108, 122 and 123, thence along Shelley Street and the north-

ern boundary of Lot 125, thence along Chancery Lane, Arbutinot Steps, Wyndham Street, Ice House Lane, Battery Path, Beaconsfield Steps and the north boundary of the Military Parade Ground; thence along Queen's Road East as far as the western boundary of Lots 47 A and 47; thence along a line parallel with, and 200 feet to the north of, Kennedy Road, as far as the Wantzai Nullah, and thence along Kennedy Road to its junction with Queen's Road East.

**Journalism as an Art; dedicating without permission.**  
First class in journalism—Attention! How do you make paste?"

"Class—"Mix X X X family flour with boiling water until the proper consistency is obtained."

"Correct. How do you manipulate shears?"

"Place the thumb in one ring, the fore-finger in the other, and work them up and down."

"Correct. Now clip the editorials from the daily newspapers and paste them in your scrapbooks; after which we will take up the subject of patent folding desks, easy-chairs and editorial spittoons."

"That "China Snail" must have been a cheerful sort of periodical. Heaven be thanked it's dead. Those were the unregenerate days of journalism. Would any paper in Hongkong nowadays even dream of cribbing matter from local contemporaries?"

## TO MARINERS.

The following notifications have been issued by the Harbour Master of Hongkong:

From the 15th April, the fog signal at Waglan Island will be altered from fog guns to an explosion remaining as before.

The master of Panama Maru reports passing a wrecked junk at 10.20 a.m. on 22nd instant in Lat. 23 degrees 47' N., Long. 118 degrees 9' E.

The master of the Tenyo Maru reports having passed two bamboo about 40 feet long and one spar about 20 feet long, evidently attached to some sunken object. Spar sometimes standing upright, sometimes lying flat on the water, on the 27th March, 1913: Lat. 21° 17' 30" N., Long. 118° 40' 30" E.

## COAL REPORT.

Messrs. Hughes and Hough's Coal Report, dated Hongkong 28th March, states:

Coal Expected:—Wales 6,500;

Japan 49,600; Taiwan 6,100;

North China 4,000.

Arrivals:—March 14th No. 3, Otaru Maru, a.s. 3,400 tons Dairei, sold; 14th Tokai Maru, a.s. 5,800 tons Miike, sold; 14th Singan, a.s. 2,100 tons Hongay sold; 14th Clerg Jebsen, a.s. 2,200 tons Hongay for Canton; 18th Torilla, a.s. 1,450 tons Moji, sold; 18th Benlomond, a.s. 6,000 tons Moji, sold; 18th Daito Maru, a.s. 2,400 tons Dairei for Canton; 19th Yerg, a.s. 1,900 tons Hongay for Canton; 20th Kotsang, a.s. 1,450 tons Moji, sold; 21st Buoy Maru, a.s. 3,400 tons Moji, sold; 23rd Ryujin Maru, a.s. 2,100 tons Moji, sold; 23rd Daisho Maru, a.s. 3,700 tons Miike, sold; 23rd Feusang, a.s. 2,900 tons Chinawao, sold; 25th Canton Maru, a.s. 2,080 tons Moji, sold.

Sales:—Small sales at quotations.

## STOLEN STAMPS.

Before Mr. C. D. Melbourne, at the Police Court, this morning, Sergeant Appleton charged a youth with stealing \$2 worth of postage stamps from a drawer in the office of Messrs. Dodwell and Company. It was alleged that the youth who was formerly employed by the firm as a substitute, entered the premises in the early morning and broke open the drawer.

Defendant was sentenced to one month's imprisonment.

## Opium Cases.

At the Police Court, this morning, the highest fine for breaches of the Opium Ordinance, was \$9. The cases were brought up by the opium taster.

VIRGINIA CIGARETTES  
REMARKABLE QUALITY, MODERATE PRICE  
\$0.50 PER TIN OF 50.

## KRUSE &amp; CO.

## ALICE MEMORIAL HOSPITAL

## To-day's Advertisements

The Hon. Treasurer of the Alice Memorial and Affiliated Hospitals begs to acknowledge with thanks the following donation to the funds of the Hospitals:—



\$10.

## 400 Poisoned Trout.

As the result of a collision during shooting operations a tank containing several tons of vitriol was thrown over an embankment into the road adjoining Okehampton Railway Station, Devon. The acid poured in streams down the roadway, and flowed through a field and down gullies to the river, where, it is estimated, it killed 400 trout many of which when examined were found to have their skin peeled and bleached by the acid.

The master of Panama Maru reports passing a wrecked junk at 10.20 a.m. on 22nd instant in Lat. 23 degrees 47' N., Long. 118 degrees 9' E.

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Sales:—Small sales at quotations.

## PARTICULARS OF THE LOTS.

PARTICULARS and CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 8th day of March, 1913, at 3 p.m., at the Office of the Public Works Department, by Order of His Excellency the Governor, of One Lot, of Crown Land adjoining Rural Building Lot No. 71, Craiglin Road, Road in the Colony of Hongkong, for a term of 21 years.

## PARTICULARS OF THE LOT.

Locality:—Boundary Measurements (Approximate):—

No. S. E. W. N. Area per acre.

Length in feet:—Width in feet:—

## Shipping

## CANADIAN PACIFIC RAILWAY COMPANY'S.

ROYAL MAIL STEAMSHIP LINE.  
"EMPEROR LINE."

Sailings from Hongkong and Quebec.

"E. of India" ... April 5 "E. of Ireland" ... May 9  
"E. of Japan" ... April 26 "E. of Ireland" ... May 30All steamers leave Hongkong at 8 p.m.  
To Vancouver, B.C., calling at Shanghai, Nagasaki (through the Island Sea of Japan), Kobe, Yokohama and Victoria, B.C.  
Passengers booked to all the principal points in Canada, the United States and Europe, also around the World.For further information, Maps, Guide Books, Rates of Passage and Freight apply to  
D. W. Craddock, General Traffic Agent,  
Corner Pedder Street and Praya (Opposite Blake Pier).  
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## INDO-CHINA STEAM NAVIGATION CO., LTD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION).  
For Steamship On  
SWATOW, CHOO & CTAO, FAUSANG" ... Sunday, 20th March, at D.  
TIEN TSIN via SWATOW { CHIPSHING" ... Sunday, 20th March, at D.  
SHANGHAI via SWATOW, CHOYSONG" ... Sunday, 1st April, at daylight.  
YAHAMA, KOBE & MOJI—LAISANG" ... Sunday, 1st April, at D.  
SINGAPORE, PENANG } KUMSANG" ... Thursday, 3rd April, at 2 p.m.  
& CALCUTTA } MANILA ..... YUENSANG" ... Saturday, 5th April, at 2 p.m.  
SANDAKAN ..... MAUSANG" ... Saturday, 5th April, at Noon.

RETURN TOURS TO JAPAN (Occupying 24 days).

The steamers "Kutsang," "Nusang" and "Fooksang," leave about every 3 weeks for Shanghai and Japan, returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 20 days. This service is supplemented by the "Laisang" and "Kumsang" leaving Hongkong at regular intervals for Yokohama, Kobe and Moji and returning thence direct to Hongkong. Time occupied 16 days.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.  
Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Charge on Through Bills of Lading to Yangtze Ports, Chefoo, Tientsin, Dairen, Weihaiwei, Tsingtao.

For Freight or Passage, apply to JARDINE, MATHESON & CO., LTD.  
Telephone No. 215.

General Managers.

## THE ROYAL MAIL STEAM PACKET COMPANY.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO CHANGE WITHOUT NOTICE.

"SHIRE" LINE SERVICE.—HOMEWARDS.  
For Steamers. Date of Sailing.  
LONDON & ANTWERP DEN OF CROMBIE ... About 5th April.

MARSEILLES, LONDON &amp; ANTWERP ..... DEN OF GLAMIS .... , 30th April.

NEW TRANS-PACIFIC "SHIRE" AND "GLEN" JOINT SERVICE.

V'COUVER, SEATTLE, FLINTSHIRE .... About 5th April.

TACOMA &amp; PLAND. VICTORIA, VANCOUVER } HARPAGUS .... , 10th June.

&amp; SEATTLE } PORTLAND, TACOMA &amp; MONMOUTHSHIRE ... , 27th June.

SEATTLE } SEATTLE E. .... , 27th June.

Cargo accepted on through Bills of Lading to all ports in Europe, and North and South America.

For Freight or Passage, apply to  
JARDINE, MATHESON & CO., LTD.  
AGENTS.

## HONGKONG, CANTON, MACAO, AND WEST RIVER STEAMERS.

JOINT SERVICE OF  
THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.

HONGKONG TO CANTON—CANTON TO HONGKONG

SATURDAY, 29th MARCH.

10.00 p.m. "KINSHAN." 5.00 p.m. "HONAM."

SUNDAY, 30th MARCH. 4.00 p.m. "KINSHAN."

These steamers, carrying His Majesty's Mail, are the largest and fastest on the River. Special attention is drawn to the Superior Saloon and Cabin. Electric Fan in each Cabin.

HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN" Tons 1651 S.S. "SUI AN" Tons 1651

HONGKONG TO MACAO.

S.S. "HEUNGSHAN" 2 p.m. from Company's Canton Wharf.

Sunday at 9 a.m. &amp; 12.30 p.m. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.

Week days at 7.30 A.M. and 2 p.m. Sunday, at 7.30 A.M. and 5 p.m.

EXCURSION TO MACAO

SUNDAY, 30th MARCH.

The Company's Steamship, "SUI AN,"

will depart from the Company's Wing Lok Street Wharf at 9 a.m. and return from Macao at 5 p.m.

The Company will also run a steamer from Macao on Sunday morning at 7.30 A.M. and from Hongkong at 12.30 p.m. from the Company's Wing Lok Street Wharf.

This steamer connects with the excursion steamer returning from Macao at 5 p.m.

FARES AS USUAL.

Further particulars may be obtained at the Office of the Company.

CANTON-MACAO LINE.

S.S. HOI SANG, 457 Tons.

Departures from Macao to Canton on Mon., Wednes., &amp; Fri., at 9 p.m.

Departures from Canton to Macao on Tues., Thurs., &amp; Sat., at 4.30 p.m.

JOINT SERVICE OF

HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION CO., LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," 583 Tons, and "NANNING," 669 Tons.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 a.m., and the other leaves Wuchow for Canton on the same day at 8.30 a.m. Round trip take about 3 days. Passengers can return to Hongkong or vice versa by the Company's direct steamers "LINTAN" and "SANUL." These vessels have superior Cabin accommodation and are fitted throughout by electricity. Electric Fan in each Cabin.

Electric Fan in each Cabin. Reduced Fares.—Single \$15. Return \$75.

For Freight or Passage apply to P. THOMAS.

Agent.

MESSAGERIES MARITIMES C.P.

Simpl. M.R.

## Shipping

## NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG

SUBJECT TO ALTERATION.

Destination Steamer Selling Date

LONDON &amp; ANTWERP via Singapo- KITANO MARU WEDNESDAY, 8th April,

PEKING, Penang, Colombo, Suez and Port Said and Murexellah..... Capt. E. Copo T. 16,000 at daylight.

VICTORIA, B.C. IYO MARU WEDNESDAY, 21st April, at daylight.

SEATTLE via SHANGHAI, MOJI, KOREA, YOKOHAMA &amp; YAHAMA. SSADO MARU TUESDAY, 8th April, at Noon.

SYDNEY &amp; MELBOURNE via SHANGHAI, MOJI, KOREA, YOKOHAMA &amp; YAHAMA. YAWATA MARU WEDNESDAY, 9th April, at Noon.

DAY ISLAND, TOWNSVILLE and LAISANG. INABA MARU WEDNESDAY, 7th April, at Noon.

BOMBAY via SINGAPORE and COLOMBO. KAMAKURA MARU MONDAY, 8th April, at Noon.

CALCUTTA via SINGAPORE and Rangoon. CEYLON MARU SATURDAY, 5th April, at Noon.

KOBE and YOKOHAMA. TANGO MARU THURSDAY, 13th April.

NISSAKI, KOBE &amp; NIKKO MARU WEDNESDAY, 9th April, at Noon.

YOKOHAMA. SANUKI MARU WEDNESDAY, 9th April, at Noon.

&amp; KOBE. TANGO MARU 12,000 T. 12,000

Cargo only.

Fitted with a system of wireless telegraphy.

## PASSENGER SEASON FOR 1913.

## FOR EUROPE.

Steamer.	Tons displacement.	Leaving H.K.
Kiano Maru	16,000	9th April.
Iyo Maru	12,500	23rd April.
Hirano Maru	16,000	7th May.
Tango Maru	18,500	21st May.

## FOR AMERICA.

Steamer.	Tons	Captain	Date of sailing
Sade Maru	12,500	S. S. "Nippon Maru"	April 1st, Noon.
Yokohama Maru	12,500	E. Bent	April 8th, Noon.
Shidzuka Maru	12,500	H. S. Smith	April 23rd, Noon.
Tsushima Maru	12,000	W. O. T. Flanagan	May 27th, Noon.

(Subject to change without notice.)

T. KUSUMOTO, Manager.

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## Shipping

## HONGKONG—PHILIPPINES.

## PHILIPPINES STEAMSHIP CO.

Steamship Tons Captain For Sailing Date

ZAFIRO 4,000 F. S. McMurray Manila, Mangarin, Iloilo and Caluca.

MONDAY, 7th April, 1913.

AMERICAN ASIATIC STEAMSHIP COMPANY.

NEW YORK, PHILIPPINES, CHINA, JAPAN, LTD.

For Freight or Passage apply to

## SHEWAN TOMES &amp; CO GENERAL MANAGERS

Hongkong February 19, 1913.

[14]

## JAVA-CHINA-JAPAN LIJN.

Regular For Nightly Service between JAVA, CHINA and JAPAN.

From Exposed on board To VIII have on board

Tjilidji JAVA, 2nd half Mar. K.B.J. 2nd half Mar.

Tjilwong JAVA, 2nd half Mar. SHANGHAI 2nd half Mar.

Tjilpanas JAPAN, 2nd half Mar. JAVA 2nd half Mar.

Tjilahi JAPAN, 2nd half Mar. JAVA 2nd half Mar.

Tjilatjap JAVA, 1st half Apr. JAPAN 1st half Apr.

Tjibodas JAVA, 1st half Apr. SHANGHAI 1st half Apr.

Tjilantek JAVA, 2nd half Apr. JAPAN 2nd half Apr.

The steamers are all fitted throughout with Electric Light, and have

accommodation for a limited number of saloon passengers, and will take

all Ports in Netherlands-India on through B.L.

For particulars of Freight and Passage, apply to

## JAVA-CHINA-JAPAN LIJN.

Telephone No. 375 York Building.

[15]

TOYO KISEN KAISHA Imperial Japanese Trans-Pacific Mail Line.

## SAN FRANCISCO LINE

Connecting with the Western Pacific Railway at San Francisco to all points in the United States and Canada and with Trans-Atlantic Lines to Europe.

PROJECTED SAILING FROM HONGKONG. (Subject to alteration).

Steamer Tons Captain Date of sailing

S.S. "Nippon Maru" 11,000 A. G. Stevens April 1st, Noon.

S.S. "Tenyo Maru" 22,000 E. Bent April 8th, Noon.

S.S. "Shinyo Maru" 22,000 W. O. T. Flanagan May 27th, Noon.

These steamers are equipped with Turbine Engines and Triple Screw.

All steamers carry Japanese Government wireless telegraph and post offices.

INTERMEDIATE SERVICE.

The twin screw steamer "Nippon Maru" will be despatched for SAN

FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA &amp; HONOLULU on TUESDAY, the 1st April, 1913, at No. 1.

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## SOUTH AMERICAN LINE.

in connection with the National Railway of Mexico at Manzanillo and the Tehuantepec National Railway at Salina Cruz.

Only Bi-Modal Direct Service to Mexico, Chilian and Peruvian Ports.

**Shipping****HAMBURG-AMERIKA LINIE.**

IN CONJUNCTION WITH  
Deutsche Dampfschiffahrts Gesellschaft "HANSA."

**EAST-ASIATIC SERVICE.**

Regular Sailings from JAPAN, CHINA and PHILIPPINES  
via STRAITS and COLOMBO,

Marselles, Havre, Bremen and Hamburg and New York.  
And from Manila, Hongkong and Japan to Vancouver (U.S.) and Port Ad (O.).

Taking cargo to all European North Continental and British Ports, also Trieste, Lisbon, Genoa, and other Mediterranean Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

## Next Sailings from Hongkong:

## OUTWARD.

## HOMeward.

For Shanghai, Kobe & Yokohama;	For Vancouver, S. & T. & P. (and Or.);
S. S. SITHONIA .... 30th March	S. S. SCANDIA .... 16th April
BOINE ..... 8th April	For Marsilia & Hamburg;
LIDERIA ..... 13th April	S. S. SPEZIA ..... 17th April
ALEIA ..... 17th April	For Rotterdam, Bremen, H. & A. (and Or.);
SEGOVIA ..... 8th May	S. S. SACHSEN ..... 18th April
FURSIDULOW ..... 19th May	For Hamburg & Antwerp;
BIRKENFELS ..... 24th May	S. S. SENEGAMBIA ..... 2nd April
SAXOSIA ..... 24th May	For Havre, Bremen & Hamburg;
FREIBURG ..... 24th June	S. S. LIBERIA ..... 10th May

For further particulars, apply to—

Hamburg-Amerika Linie,  
Hongkong Office. [12]

**BRITISH INDIA S. N. CO., LTD.**NEW SERVICE OF STEAMERS BETWEEN  
YOKOHAMA, KOBE, HONGKONG AND RANGOON.

WESTWARD.

The S.S. "MUTTRA," 4044 tons gross Captain H. Clegg, will be despatched for SINGAPORE, PENANG & RANGOON on the 7th April at noon, taking cargo at current rates.

For freight or damage, apply to

JARDINE, MATHESON & CO., LTD.,  
AGENTS.

Telephone No. 111.

Hongkong, 28th March, 1913.

**THE TAIKOO DOCKYARD & ENGINEERING CO. OF HONGKONG, Ltd.**  
**TAIKOO DOCKYARD, HONGKONG.**

SHIPBUILDERS, SALVORS & REPAIRERS, BOILERMAKERS, FORGE MASTERS, BRASS & IRON FOUNDERS, CONSTRUCTIONAL, ELECTRICAL & MECHANICAL ENGINEERS.

WELDING & CUTTING OF METALS BY OXY-ACETYLENE AND ELECTRIC SYSTEMS.

Established for quick construction and repair of ships, engines, boilers, railway rolling stock, bilges, and all classes of engineering, iron and wood work.

## GRAVING DOCK

787' x 98' x 31' 0"

Pumps empty dock in 2-3 hours.

THREE PATENT SLIPWAYS taking vessels up to 3,000 tons displacement, providing afloat or for painting ships with most efficient safety.

100-Ton ELECTRIC CRANE ON QUAY—ELECTRIC OVERHEAD CRANES throughout the shop, ranging up to 100 tons.

50-Ton HYDRAULIC TESTING MACHINE for chains, wire ropes, etc., etc.

AGENTS for—

THE LEEDS FORGE CO. LTD.

Specialists in the Manufacture of RAILWAY ROLLING STOCK of every description.

Pioneers in the Design and Manufacture of PRESSED STEEL UNDERFRAMES and BODIES and ALL-STEEL RAILWAY WAGONS.

JOHN I. THORNYCROFT & CO. LTD.

PETROL & KEROSENE MARINE MOTORS 7-1/2 to 150 B.H.P.

Assured to the British Admiralty & War Office.

MOTOR VESSELS, LIGHT DRAFT CARRIERS, QUN-BOATS, LAUNCHES, HOUSEBOATS AND PLEASURE CRAFT OF EVERY DESCRIPTION.

MOTOR PUMPING & LIGHTING SETS, MOTOR VEHICLES, etc.

Bulkyard Muster.—Mr. J. REID, can be seen between 10 hours of 11 a.m. and 12 noon at the Town Office.

BUTTERFIELD & SWIRE,

HONGKONG, CHINA & JAPAN, AGENTS.

Telephone (000) "TAIKOODOCK."

TELEPHONE No. 212.

**VESSELS TAKING CARGO.**

## European Ports.

## Destination.

## Vessel's Name.

For Freight To be  
Apply To Dispatched.

London and Antwerp	Den of Crombie, Nankin, Scandia, Spezia, Marseilles and Hamburg, &c.	J. M. & Co., P. & O. Co., H. A. L., H. A. L., Den of Ghamis, Kitano Maru, Buoy Maru, Austria, Sachsen, Yorck	2 April, about 16 April, 15 April, 30 April, about 9 April, 23 April, 7 April, about 13 April, 1 April
London and Antwerp via Singapore, &c.			
Havre and Hamburg, &c.			
Marseilles and Hamburg, &c.			
Marseilles, London and Antwerp			
Marseilles, London & Antwerp via Spore, &c.			
Mexico, Peruvian and Chili via Japan			
Trieste, Fiume, Venice via Singapore, &c.			
Naples, Genoa, Algiers, Gibraltar, S'ton, Manila			

## New York, San Francisco and Canada.

New York via Suez Canal	Welsh Prince, Inverclyde, Nippon Maru, Nile, Panam Maru, Sado Maru, Harpagus, Empress of India, Empress of Japan, Vancouver, B.C., Seattle, Victoria, B.C., and Tacoma via Shanghai, &c.	A. K. & Co., S. T. & Co., T. K. K., P. M. Co., O. S. K., N. Y. K., J. M. & Co., G. P. R. Co., G. P. R. Co., J. M. & Co.	12 April, 2 April, about 1 April, 31 March, 2 April, 10 June, about 5 April, 26 April, 27 June, about
London via Porta & Suez Canal			
San Francisco via Shanghai and Japan, &c.			
San Francisco via Manili & Japan, &c.			
Victoria, B.C., and Tacoma via Shanghai, &c.			
Victoria, Vancouver, B.C., Seattle			
Vancouver via Shanghai and Japan, &c.			
Vancouver, Seattle, Tacoma & Portland, &c.			
Vancouver and Seattle			

## Australia.

Australian Ports via Manila	St. Albans	G. L. & Co.	1 April
do do do	Yawata Maru	N. Y. K.	9 April
do do do	Changsha	B. & S.	9 April
do do do	Coblenz	M. & Co.	19 April

## Singapore, Coast Ports and Japan.

Batavia, Charibon, Samarang, &c.	Tjitaroem	J. C. J. L.	Quick despatch
do do do	Tjimahi	J. C. J. L.	Quick despatch
Kudat and Sandakan	Borneo	M. & Co.	Beginning of April
Singapore, Penang and Rangoon	Mutta	J. M. & Co.	7 April
Japan via Singapore & Colombo	Kamakura Maru	N. Y. K.	31 March
Japan	Tjiliwong	J. C. J. L.	Quick despatch
Kobe	Luz'n Maru	U. S. K.	19 April
Kobe and Yokohama	Kitano Maru	T. K. K.	9 April
do do	Coblenz	M. & Co.	1 April, about
do do	Prinz Sigismund	M. & Co.	29 April, about
Yokohama and Kobe	Tosa Maru	N. Y. K.	1 April
Yokohama and Kobe via Shanghai	Fultona	J. M. & Co.	29 March
do do	Austria	S. W. & Co.	1 April, about
Manila, Mangarin, Ililo and Cebu	China	S. W. & Co.	31 May, about
Swatow, Amoy and Foochow	Zafiro	S. T. & Co.	7 April
do do	Haiching	D. L. & Co.	1 April
Anping and Taku via Swatow and Amoy	Haitan	D. L. & Co.	4 April
Nagasaki, Kobe and Yokohama	Soochi Maru	O. S. K.	2 April
Shanghai, Tsingtao, Kobo and Yokohama	Nikkou Maru	N. Y. K.	9 April
Shanghai and Moji	Luetszw	M. & Co.	3 April, about
do	Jilatja	D. S. & Co.	15 April
do	Tjilatja	J. C. J. L.	Quick despatch
do	Tjikina	J. C. J. L.	Quick despatch
do	Koerber	S. W. & Co.	29 March
do	Linan	D. & S.	20 March

## LOG BOOK.

## Shipbuilders and the Tonnage Outlook.

While shipbuilders are expected to be fully occupied with work throughout the current year, there seems at the present time to be some hesitation in booking new tonnage. One deterrent factor is the extraordinarily high level of prices, while another is uncertainty regarding the amount of employment for all the tonnage that will be in the water next year.—"Times"		
TO SAIL		
Hongkong—New York.		
THE AMERICAN & ORIENTAL LINE.		
FOR NEW YORK via SUEZ CANAL.		
(With liberty to call at the Mahabhar Coast).		
THE Steamship.		
"WELSH PRINCE," Capt. McEgg, will be despatched as above on Wednesday the 16th April.		
For freight and passage apply to ARNHOLD KARBERG & CO. General Agents.		
Hongkong. 25th Mar. 1913. 1946		

## NORDDEUTSCHER LLOYD BREMEN.

## NOTICE.

## FOR KUDAT AND SANDAKAN

Taking cargo at through rates of Tawau, Labid, Dato, Labuan, Jolo, Mendan and Jesselton.

The T. K. K. ss. Kyo Maru arrives at Callao from Cruz on the 3rd prox. and leaves again for Iloque on the 7th prox.

The T. K. K. ss. Kyo Maru arrives at Callao from Cruz on the 3rd prox. and leaves again for Iloque on the 7th prox.

The T. K. K. ss. Melobius & CO. (Lloyd) arrives at Callao from Cruz on the 3rd prox. and leaves again for Iloque on the



## COMMERCIAL

## SHARE REPORT.

Messrs. Wright and Hornby, in their Weekly Share Report, dated March 29, state:—

The March Settlement passed off very satisfactorily yesterday and although there has been a fair amount of liquidation for this account, values have not declined to any great extent. The market to-day closes firm with upward tendency.

Para Rubber.—Shows a further decline in price and is now quoted at 3/0 1/2 per lb. with the market for shares steady.

Bir Silver is 28/0 1/2 per oz for ready and 28/7/8 per oz for forward delivery, steady.

Exchange opened to-day at 1/15/0 1/2 TT.

Banks:—Hongkong & Shanghai Banks are a strong market at \$807/4, up or sales at the rate. London quotes £80/10/10.

Marine Insurance:—Unions have improved from \$837/4 to a buying quotation of \$840 with no shares offering under \$845. Cantons have been dealt in at \$285 and close steady. North Chinas have buyers at Tls. 135 and Yangtze at \$200 E 73.

Fire Insurances:—Hongkong Fire are in demand at \$356/4 after numerous sales at the rate. China Fires can be placed at \$147/4 ex. div.

Shipping:—There are buyers of Hongkong Canton and Macao Steamboats at \$271, China and Manilas at \$91/2 and Douglas's at \$33. Indo Chinas have been in good demand throughout the week and shares have changed hands at various rates from \$93 to \$96, the Market closing with buyers at the latter rate. London quotes \$91/0/0 sellers for the combined shares. Star Ferries are wanted at \$30/4. Shell Transports have improved from 11/2/- to 11/6/6 buyers.

Refineries:—Chin Sugars have buyers at \$103 and Luzons at \$38.

Mining—Ranbi are obtainable at \$13.85. Tronohs are quoted from London at £4.1 dividend ex. div. Langkats owing to settlement influences have sellers at Tls. 60/- after sales at the rate.

Docks Wharves and Godowns:—Hongkong and Whampoa Docks close with buyers \$67/4. Shanghai Dock at Tael 61 and Kowloon Wharves at \$75 1/2.

Lands Hotels and Buildings:—Hongkong Lands have improved from \$103 to \$105 buyers. Kowloon Lands are wanted at \$35.

Wat Points at \$35, Humphreys Estates at \$83 and Hongkong Hotels at \$115 for the old and \$75 for the new shares.

Cotton Mills:—Hongkong Cottons are quiet at \$104. Shanghai Cottons have buyers at Tls. 130.

Two \$142, Lion Kang Mows \$110 and Kung Yaks 14/4.

Miscellaneous:—Hongkong Electric have buyers at \$31/4, the Offices of the Public Works Department, by Order of His Excellency the Governor, of One Lot of Town Land in the Kowloon Road in the Colony of Hongkong, for a term of 75 years, with the option of renewal of Crown Rent to be fixed by the Surveyor of His Majesty the King, for so far as term of 75 years.

PARTICULARS OF THE LOT

## HOLT LINE'S GREAT PROFIT.

The report of the China Mutual Steam Navigation Company (Holt Line, Liverpool) for last year shows that, including £17,770 brought forward, the profit amounted to £37,407. Of this £75,225 is applied for depreciation, £100,000 is placed to reserve, and final dividends of 3 per cent, making 6 per cent for the year, are recommended on the ordinary and ordinary B shares, together with a bonus of 100 per cent on the ordinary shares (the letter absolving £33,680), while £38,027 is carried forward.

The following table gives a comparison with the 1911 results:—

1912. 1911.

Profit ..... 319,721. 185,843

Brought forward 17,776. 16,720

Available ..... 337,407. 202,663

Depreciation ..... 75,225. 60,42

To reserve ..... 100,000. 60,000

Ordinary dividend 106 p.c., 30 p.c.

Carried forward 38,027. 17,770

From the profits of 1910 £78,105 was put to depreciation and £30,000 to reserve and a dividend of 18 per cent was paid. For 1910 the distribution was 6 per cent, and for each of four years before that 5 per cent. The capital consists of £107,360 in preference and ordinary shares with about £90,000 paid up, and ordinary B shares, bearing 6 per cent interest to the amount of £25,040.

## HARRY THAW'S IMPRISONMENT.

The Alleged Attempt to Bribe a Doctor.

A New York lawyer, giving evidence before the Governor of New York State's Committee of Inquiry at Albany, admitted (says Reuter's correspondent) that an agent of Harry Thaw, the millionaire who killed Mr. Stanford White, paid him \$25,000 (£25,000) as contingent retainer to secure Thaw's release from the Matteawan State Hospital for the Insane. He denied the accusation made by Dr. J. W. Russell, the superintendent of the hospital, who told the Committee a few days ago that he had been offered \$20,000 by a lawyer if he would release Thaw. The lawyer declared that on the contrary Dr. Russell told him he would not do anything for Thaw unless he got money for it.

## Public Auction.

## NOTICE.

## PUBLIC AUCTION.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on Monday, the 31st day of March, 1913, at 3 p.m., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of One Lot of Town Land in the Kowloon Road in the Colony of Hongkong, for a term of 75 years, with the option of renewal of Crown Rent to be fixed by the Surveyor of His Majesty the King, for so far as term of 75 years.

NOTICE.

W. A. POWELL, Ltd., having secured the services of a cattle, sheep and varied experience, beg to announce the establishment of a TAIL-DRIVING DEPARTMENT in the main Street, Des Vaux Road.

A trial order would be greatly appreciated. All garments will be made in our own workshop.

NOTICE.

OSMAN V. CASUM.

MILLINERS & DRAPERS LADIES & CHILDREN'S WEAR.

No. 1 & 3 D'Aguilar Street.

THE FAMINE IN CHINA.

THE CHINA BORNEO CO. LIMITED.

NOTICE TO SHAREHOLDERS.

THE TENTH ORDINARY

YEARLY MEETING OF

SHAREHOLDERS of the above

Company will be held at the Company's

Office, St George's Building at 11.30 a.m. on Thursday the 3rd, of April, 1913, to receive a Statement of Ac-

counts to the 31st Decr. 1912, &

the Report of the General Manager ad-

ministrating Committee and to elect

auditing Committee and Auditor.

The Transfer Books of the Com-

pany will be closed from the 30th March

to the 3rd of April, both days inclusively.

The China-Borneo Co., Lt'd.,

W.G. DARBY,

General Manager.

NOTICE.

